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Approved For Release 2002/10/29 : CIA-RDP66B00597R000400040077-4

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SUBJECT: PILOT DEBRIEFING MISSION C355C

1. WHEN ASKED IF HE DEVIATED FROM THE BRIEFED ROUTE AT POINT S BECAUSE OF WEATHER, THE PILOT REPLIED QUOTE NO - BECAUSE I SAW T TO U - NOTHING THERE - I SAW VERY CLEAR - CLEAR ON THE GROUND - NO AIRFIELD, NO HIGHWAY. ALSO BECAUSE TWELVE IS NO GOOD - THIRTEEN IS NO GOOD. SO I JUST THINK ABOUT (GARBLED WORD) GETTING OUT THAT AREA UNQUOTE.

2. BELIEVING THAT SYSTEMS 12 AND 13 WERE INOPERATIVE, THE PILOT WAS ABSOLUTELY CORRECT IN HIS DECISION TO ABORT THE MISSION, BUT THIS SHOULD HAVE BEEN THE ONLY REASON FOR THE ABORT. THE ADDITIONAL COMMENT THAT HE SAW NOTHING BETWEEN POINTS T AND U PROMPTS THE FOLLOWING QUESTIONS:

A. WOULD HE HAVE CONTINUED THE BRIEFED ROUTE IF HE HAD OBSERVED AN AIRFIELD OR HIGHWAY NEAR THE FLIGHT LINE FROM POINT T TO POINT U, EVEN THOUGH HE BELIEVED SYSTEMS 12 AND

COORDINATING OFFICERS

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RELEASING OFFICER

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

AUTHENTICATING OFFICER

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13 WERE INOPERATIVE?

B. IF SYSTEMS 12 AND 13 HAD BEEN OPERATIONAL, WOULD HE HAVE ABORTED THE MISSION ANYWAY, SOLELY BECAUSE HE THOUGHT THERE WAS NOTHING OF INTELLIGENCE VALUE ALONG THE FLIGHT LINE? AS A MATTER OF INTEREST THE PRIMARY TARGET ON THIS FLIGHT LINE WAS A NAVAL BASE.

3. WE DO NOT EXPECT ANSWERS TO THE ABOVE QUESTIONS AND ASK THEM ONLY TO POINT OUT THAT "YES" ANSWERS ARE CONTRARY TO INSTRUCTIONS CONTAINED IN THE TACTICAL DOCTRINE. WE BELIEVE THAT ADHERENCE TO THE TACTICAL DOCTRINE PROCEDURES AND TACTICS PROVIDES THE GREATEST ASSURANCE OF MISSION SUCCESS AND REQUEST YOU CONTINUE TO EMPHASIZE THIS TO THE MISSION PILOTS.

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END OF MESSAGE

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